



CALIFORNIA HIGH-SPEED RAIL

Revised 2012 Business Plan

Better

Uses existing rail systems to avoid duplication

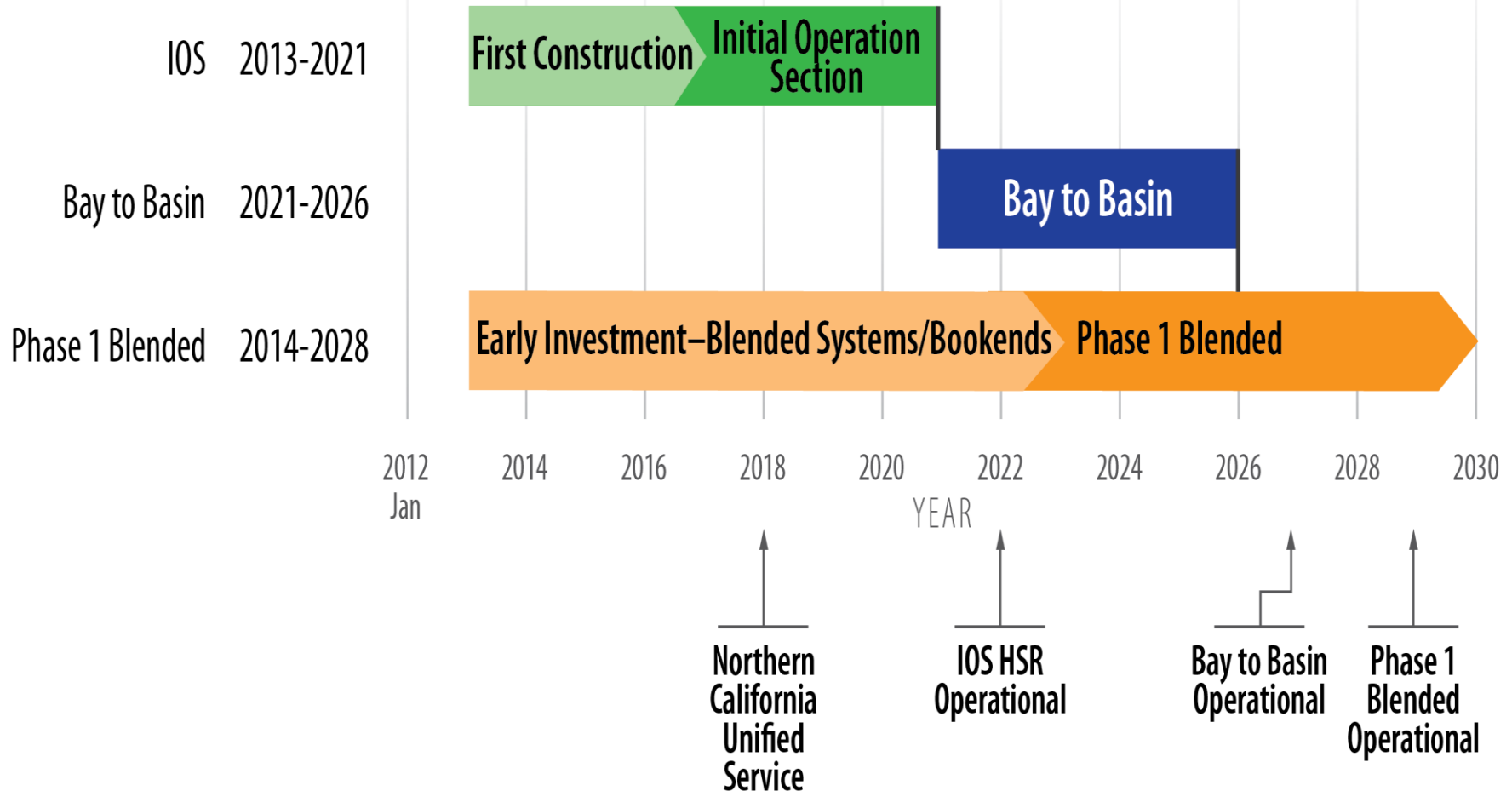
Faster

Early investments, early benefits

Cheaper

Cost reduced by \$30 billion

NEW PHASING APPROACH



INITIAL OPERATING SECTION

- Begins with 130 miles in Central Valley
- Northern California connections to San Joaquin, ACE, Capitol Corridor
- Closes Bakersfield-Palmdale passenger rail gap
- HSR service from Merced to San Fernando Valley in 2022
- No operating subsidy



BAY TO BASIN

- IOS expanded to San Jose
- HSR service connects Bay Area and LA Basin in 2027
- Blended infrastructure with Caltrain
- Metrolink connection between San Fernando Valley and LA Union Station



PHASE 1 BLENDED SYSTEM

- One-seat ride in 2029 on HSR trains between downtown San Francisco and downtown Los Angeles
- Blended operations with Caltrain and Metrolink

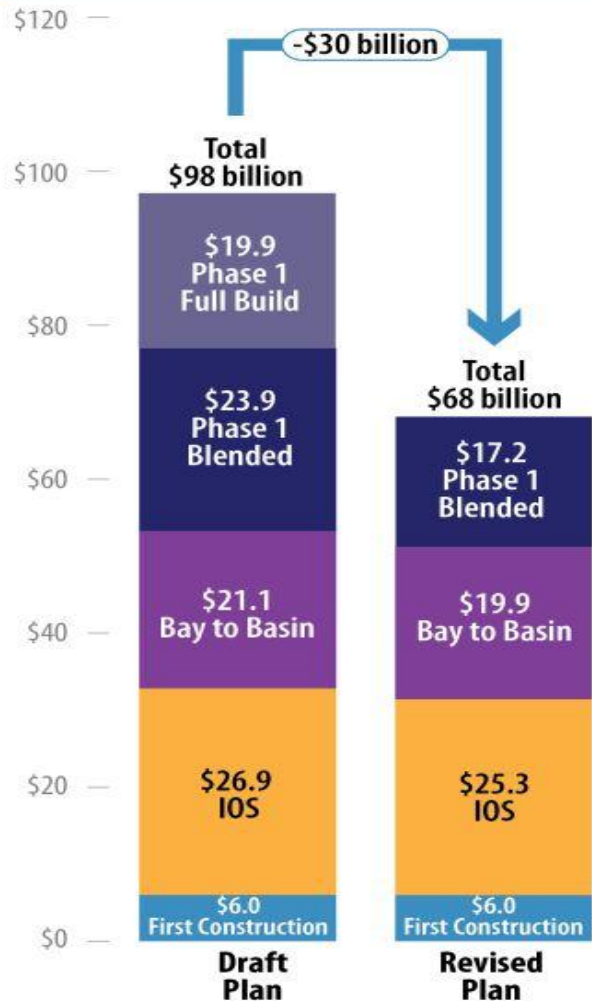


STATEWIDE HSR

- HSR extensions to Sacramento and San Diego



LOWER COST



Assumption	Draft Plan	Revised Plan
Build	Full Build System <ul style="list-style-type: none"> Dedicated infrastructure <i>San Francisco to Los Angeles/Anaheim</i> 	Blended System <ul style="list-style-type: none"> Dedicated infrastructure <i>San Jose to Los Angeles</i> Shared electrified infrastructure <i>San Jose to San Francisco</i> Upgraded diesel Metrolink corridor <i>Los Angeles to Anaheim</i>
Inflation	3% per year starting in 2011	1%—2012 2% per year—2013–2015 3% per year—2016 and beyond

FUNDING

- State, federal, private and local resources required
- \$6 billion identified for first segment of IOS
 - \$3.3 billion federal
 - \$2.7 billion Prop. 1A
- New funding identified before additional construction
- Ridership and revenue will facilitate private investment
- Cap-and-Trade backstop



NO OPERATING SUBSIDY

Scenario	2022	2026	2029
High ridership	5.0	12.3	24.2
Medium ridership	4.0	9.6	19.3
Low ridership	2.9	6.8	14.4
Breakeven	2.3	2.5	6.1

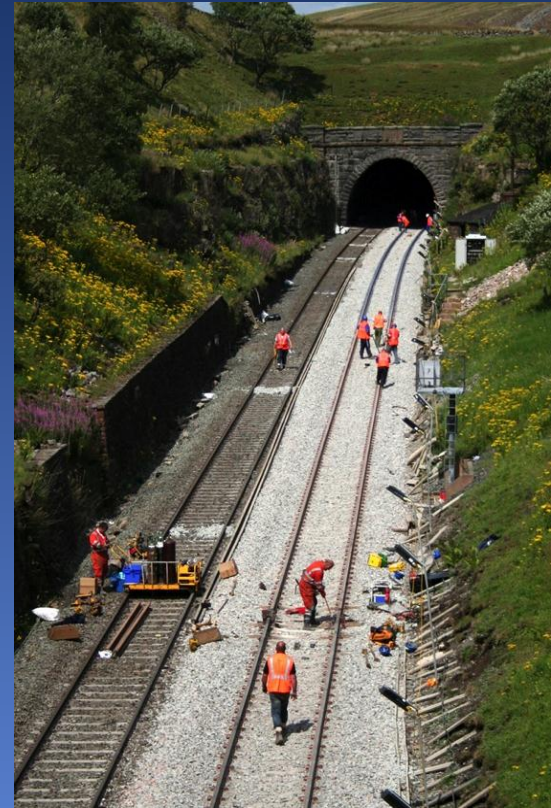
COMPARISON TO OTHER TRANSPORTATION INVESTMENTS

- Equivalent capacity to Phase 1 Blended:
 - 4,300 new highway lane miles
 - 115 additional airport gates
 - 4 new airport runways
 - Estimated \$158 billion for road and airport expansions (YOE \$)
- Caltrans estimates \$132.8 billion O&M costs over 50 years for the additional highway infrastructure



JOB YEARS

- Average 20,000 jobs annually for five years of initial construction – 100,000 job years
- Average 66,000 jobs annually over 15 years for Phase 1 Blended construction
- 2,900 permanent operations jobs for Phase 1 Blended



ADVANTAGE HSR

	HSR	More of the Same
Cost	✓	
Private investment	✓	
Reduced auto use	✓	
Air quality improvement	✓	
Transit-oriented development	✓	
Feasibility	✓	
Safety	✓	
Reduced fuel consumption	✓	
Travel time savings	✓	
Operations & maintenance costs	✓	
Job creation	✓	✓

WHAT'S NEXT?

- Legislature considers request for appropriation of \$2.7 billion of Proposition 1A GO bonds through 2012-13 budget process
- Legislature appropriates Proposition 1A bonds in state budget
- Governor approves appropriation of Proposition 1A bonds in state budget





www.cahighspeedrail.ca.gov

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